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Please amend the Specification as follows:

[0015] FIG. 6 is a schematical cross-sectional view illustration of a FLADE aircraft gas turbine engine with a single direction of rotation fan section connected to the fixed geometry inlet duct in FIG. 1.

[0015A] FIG. 7 is a schematical cross-sectional view illustration of an exemplary embodiment of an aircraft with the fixed geometry inlet duct leading to the FLADE aircraft gas turbine engine as illustrated in FIG. 1.

[0016] Schematically illustrated in cross-section in FIGS. 1 and 7 is a supersonic aircraft 10 having a propulsion system 25 that includes a fixed geometry inlet duct 4 leading to an aircraft FLADE engine 1 which is mounted within the aircraft's main body or fuselage 113. The embodiment of the propulsion system illustrated herein further includes a flush mounted supersonic air intake 112 to the fixed geometry inlet duct 4. The air intake 112 is mounted flush with respect to the aircraft's main body or fuselage 113. The fixed geometry inlet duct 4 extends between the air intake 112 and the engine inlet 13. The fixed geometry inlet duct 4 includes a convergent/divergent inlet duct passage 111 for supplying all of the airflow requirements of the aircraft's FLADE engine 1. The convergent/divergent inlet duct passage 111 is illustrated as, but not limited to, a convergent/divergent two-dimensional type having convergent and divergent sections 117 and 119 and a throat 121 therebetween. The fixed geometry inlet duct 4 further includes a transition section 9 between the two-dimensional convergent/divergent inlet duct passage 111 and a round axisymmetric engine inlet 13 of the FLADE engine 1. The

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Fig. 7 has been denied entry. Do not enter this amendment to spec.

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transition section 9 is shaped to convert the airflow from two-dimensional to axisymmetrical airflow. Two types of aircraft FLADE engines 1 are disclosed herein. The first type is a FLADE engine 1 with a counter-rotatable fan having a fan section 115 including first and second counter-rotatable fans 130 and 132 as illustrated in FIGS. 1-3. The fan section 115 in the second type of FLADE engine 1 has only a single direction of rotation fan 330 as illustrated in FIG. 6.